

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KEVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER,
ENLARGEMENT ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
84, QUEEN'S ROAD CENTRAL.

WING KEE & CO.,

Nos. 47, 49 and 49, CONNAUGHT ROAD CENTRAL.
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908.

REMINGTON
TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,
SOLE AGENT

Hongkong, March 2, 1908

CHAMPAGNE
THE LEADING BRANDG.H. MUNN & CO.
REIMS

BY SPECIAL APPOINTMENT TO
H.M. THE KING OF ENGLAND
H.M. THE QUEEN OF FRANCE

General Agents
for
HONG KONG, CANTON
& MACAO.

Hongkong, January 27, 1908.

BADGER'S
FIRE EXTINGUISHER.

AN OUNCE OF PREVENTION IS BETTER THAN A POUND OF CURE.
Indispensable for Offices, Schools, Clubs, Hospitals,
Godowns, Hotels, most recommendable for Private Resi-
dences, especially in Hill Districts.



THE
PITTSBURGH
VISIBLE
TYPEWRITER

RELIABLE, CHEAP, WRITING ALWAYS VISIBLE.
'Its All Write.'

SOLE AGENTS:

MELCHERS & CO.

NATURAL
ENO'S
HEALTH-GIVING
FRUIT
REFRESHING
SALT
INVIGORATING

Intimations.

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA,
OOCHI HOJO, NAMAZUTA, SAYO,
SHINNEW and KAMIMADA Col-
lieries.
SOLE AGENTS for KISHIDAKE, MI-
YAO, and KISHIO-KOMATSU Coals.

Special attention is invited to the fact
that the well-known Coal Mine MUTABE,
near Karatsu, has lately been taken over
by the Company, and is now being worked
on a larger scale.

HEAD OFFICE—TOKYO.

BRANCH OFFICES—

NAGASAKI, MOI, KANAGAWA, WAKAYAMA,
Kobe, OSAKA, SHANGHAI, HONGKONG,
HANKOW.

TEL. ADDRESSES for above: 'IWASAKI'
Codes:—A1, ABO 6th Ed., Western Union.

AGENTS

YOKOHAMA: M. ARADA, Esq.
CHINKANG: Messrs CHANGING & Co.
MANILA: Messrs MACONDRAY & Co.
For particulars, apply to

H. OISHI,
Manager,
No. 2, PEDDER STREET,
HONGKONG, August 3, 1908.



The
Pure Article
in its most
digestible
form.

"None of the numerous
Coccos have as yet equalled
Van Houten's in solubility,
agreeable taste, and nutri-
tive properties."—Health.

Van
Houten's
cocoa"Pure and Unmixed."—
The Lancet."In flavour it is perfect."—
The British Medical Journal.

"A Perfect Beverage,
capable of ready assimila-
tion and digestion."—
Medical Annual.

A COCOA YOU
CAN ENJOY.



WANTED.

GENTLEMAN desires tuition in LATIN
and FRENCH. Write, stating terms,
to Box
Care of 'China Mail' Office,
Hongkong, January 8, 1909.

WANTED.

FURNISHED HOUSE, 4 or 5 Rooms,
from 1st of February.
Address: R. A.,
Care of 'China Mail' Office,
Hongkong, January 6, 1909.

HONGKONG CLUB.

NOTICE.

MR JAMES CRAIK has this day been
appointed SECRETARY.
H. P. WHITE,
Chairman.
Hongkong, January 7, 1909.

NETHERLANDS LLOYD OF
AMSTERDAM & ROTTERDAM.

THE Undersigned having been appointed
AGENTS of the above Company, are
prepared to accept FIVE and MARINE RISKS
at Current Rates.
CRUZ BASTO & CO.
Hongkong, November 10, 1908.

SPORTING.

Football.

HONGKONG, 4: 5. H.M.S. KENT, 4.
This game was played on the Club's
ground on Saturday. In the opening half
the naval men were all over their oppo-
nents, and led at the interval by 4 goals to
1. In the second half, however, they
fell away, and the Club, rallying greatly,
put on the necessary number of goals to
secure a draw. The game was watched by
a large crowd with considerable interest.

H.M.S. BEDFORD, 1: 0. H.M.S. FLORA, 0.
In this Navy League game, played on
Saturday at Happy Valley, the Bedford
secured the only goal of the match. The
contest was an even one.

Rugby Football.

HONGKONG 16 POINTS, UNITED SERVICES
3 POINTS.

The Hongkong Rugby Football team en-
tertained a team representing the United
Services at Happy Valley, on Saturday
afternoon. There was practically no change
in either teams, who have met on previous
occasions this season, the Services' team,
with the exception of two soldiers, being
composed entirely of naval men.

The start was fully half an hour later
than the advertised time on account of the
Hongkong Club playing a friendly game
with an eleven from H. M. S. Kent. The
spin of the coin fell in favour of the
Services and from the opening stages in
mid-field Claxton became conspicuous and
took the ball into the territory of the naval
men when, soon after one of the Hongkong
players had to retire on account of his
knee having failed him. The Services were
reinforced by a colleague, they having
opened the game with only fourteen
players. Play was a trifle uninteresting
for a considerable time during which the
ball remained for short periods at alternate
ends of the field but there was no individual
play and little or no passing. Neither was
there much kicking, the ball being forced
rather than followed by kicking. The
Services, however, kept up the aggressive
until they obtained a try which remained
unconverted, the kick being much too long
to be effective. Then Hongkong broke
away and through the efforts of Carroll
it certainly looked as if a try would
fall to their lot. Alas, it was not so.

Again the Hongkongites came with a rush
but Phillips was "all there" as usual and
placed his colleagues beyond the possibility
of the danger zone. Scrums were not
quite so numerous as has been the case
when these teams have previously met,
play being much more open although there
was little individualism. The forwards
were pretty evenly matched while of the
backs those of the Services were much the
safer and attacked vigorously. Shaw was
sometimes called upon to exhibit
his prowess but not to any great
extent, his duties being principally
stopping stray shots. In a similar
manner to that on the previous occasion
Carroll got possession of the leather but in
avoiding his opponents was compelled to
run out of play. At this juncture another
Hongkong player retired slightly injured
about the left eye. Nevertheless Hongkong
worked very energetically and Phillips was
again called upon to save. Some fine
passing, the first of any note during the
game, was then seen and Claxton seeing
that he would be overpowered got in a
long kick but the ball went out of play
From the centre line the ball travelled to
the three-quarter line of the Services, and
Phillips being eluded, the naval men were
in a very critical situation but owing to the
Hongkong forwards being unable to take
advantage of the respite thus gained it
was much easier when half-time arrived with
Hongkong on the defensive, the score being
unaltered.

The respite was brief and play dwelt for
several minutes in the vicinity of the centre
line until Claxton made a brilliant dash
only to be subsequently overpowered when
making great strides towards the Services
25. A scrum followed and eventually
Hongkong got an easy try which was un-
converted, Claxton taking the shot which
went wide of the post. A little later, owing
to Hongkong keeping up a hot attack,
Phillips brought all his knowledge of the
game to his aid and successfully eluded
several players and the ball went out of touch.
The Services were now having all they could
do to prevent the Hongkongites from scoring.
Eventually the naval men rose superior
to the attack and quickly forced play to
the other end where it did not remain for
any length of time and working by degrees
the home team secured another easy try
in this time behind the goal posts. Although
in an excellent position for scoring the try
remained unconverted. Hongkong once
more scored a beautiful try and this was
luckily converted and soon after yet
another try increased their already large
margin, which, in a very long shot, was
splendidly converted. Not long after the
final whistle sounded.

League Football.

NAVAL YARD, 0: 0. R.E., 0.
The meeting of these teams on the Naval
Ground on Saturday produced a strenuous
game, at the end of which honours were
even, no goals having been scored. For
the opening quarter of an hour both sides
tried hard to get the upper hand, but it
was the Naval keeper who was first called
upon. The ball found its way to him, and
by kicking feebly out he nearly let his
side down. Taylor, the R. E. centre, was
close up and the leather came his way, but
he failed to return it to the net, the
custodian running out in the nick of time
and intercepting. A moment later another
slip on the part of the Naval
Yard defence resulted in the ball being
sent over the bar, while the keeper
was out of his goal. Now the yarders
made several desperate tries, but O'Brien,
who was playing a fine game, was the
gambler, and a "no" just outside

the penalty area brought nothing in the
way of points, the ball eventually being
sent behind. Subsequent play was notice-
able for a smart run on the right by
Dziell, who by tricky footwork worked
close in towards goal, only to be kept out by
one of the military men rushing across and
conceding a cover, from which no advan-
tage was secured. Not long afterwards the
interval arrived.

Naval Yard signalled the opening of the
second half with a strenuous attack on the
R. E. citadel, but the soldiers gamely
defended. On one occasion a goal seemed
certain. A forward rush was made, and
the ball came to Coyne who had the goal
at his mercy. Instead of shooting, how-
ever, he tipped the ball over to Wilks, who
netted, but was just off side. This error of
judgment was unfortunate for the Yarders,
who certainly deserved a goal for the man-
ner in which they carried all before them.
But a technical breach robbed them of their
deserts. Again the forwards came away,
and Harding finished a good movement by
shooting, but Coxon got his toe to the ball
just at the right moment. Then the R. E.
made a big endeavour to get through, but
weak forward play was manifested. Once
the ball was sent over from the left wing
and it rolled right across the goal's mouth
but no one was up, and the opportunity
was not quickly as it came. Nothing more
of incident occurred, and full time was
called with the score sheet blank.

Really the only game which gave rise to
speculation as to the actual outcome was
that between the Naval Yard and the
Royal Engineers. But even here most
followers of League effort favoured the
chances of the soldiers in which, however,
their forecast was not justified by events.
For the military men had to be satisfied
with a division of the spoils.

Taking a look back over the game, it
will have to be admitted by fair-minded
critics that a draw was a fitting reflection
of the afternoon's play. But while this is
so, all who watched the match will agree
that the draw should not have been a
pointless one. Both sides had excellent
opportunities of drawing blood, but it is
easily explained why neither fulfilled their
desires.

On the one hand the soldiers front rank
was dead of colour, and on the other the
Naval Yard forwards had to run up against
a brick-wall defence. In these two facts
is to be found the whole explanation of the
no goal result. The match was vigorously
played, and there was certainly plenty of
outstanding incidents. To keep his high
position the Engineers will have to improve
on recent forward play.

Everyone thought that the Bulls would
easily overcome the Lusitania, but none
were sufficiently bold to predict a 13-0
victory. By their performance the soldiers
now hold the record for a League victory,
and also obtain the best goal average in
the table—20 for, and 2 against!

The surprise of the day was that the
Boy's Own were able to triumph over the
R.A.M.C. Still, the B.O.C. have certainly
shown improved form recently, and now
that they have pulled themselves out of
"the slough of despond" they may yet
obtain a few more points. Fancy being
only next down to the Y.M.C.A.! Enough
to make them really vain; isn't it?

The Y.M.C.A. had their opportunity
when they were only asked to face nine
R.G.A. men, but, as in former matches,
their front-rank efforts were painfully
weak, and they had to again acknowledge
defeat. In League games they have not
yet secured one point a match.

The League Table

As far as positions are concerned, only
the three bottom teams in the League are
affected by Saturday's games, and there
is thus an interesting tussle going on to
avoid the bottom berth. The B.O.C., by
securing their first win, and also owing to
the fact that the Lusitania again went
down, now jump from the most lowly
position to third from the bottom, while
the R.A.M.C. find themselves at the very
foot of the table for the first time.

Buffs continue their successful career and
look like soon occupying the top berth.
As it is they are relatively better off than
the R.E., only having lost one point in five
matches, while their goal average is the
best in the League. R.G.A. have a corre-
sponding number of points for a like
number of games; but against this fact has
to be placed the statement that they have
received a gift of two points, so that really
they must be regarded as having got through
six matches and not five, in addition to
which they have tasted defeat once. The
table now reads—

	P.	W.	L.	D.	F.	A.	Pts.
Buffs	5	4	0	1	20	2	11
R.G.A.	5	3	1	1	21	3	9
Naval Yard	5	2	1	2	11	4	6
R.A.M.C.	5	2	3	1	12	10	6
B.O.C.	5	1	4	0	3	25	3
Lusitania	5	1	4	0	3	26	2
Y.M.C.A.	5	1	4	0	4	20	2

Two points for a win, and one for a draw.
Lusitania were unable to raise a "beard"
to meet the R.G.A. on January 2nd, and
consequently forfeited the points, which go
to R.G.A.

The assurance that overseas garri-
sons are not to be reduced will come as a relief
to many. The garri-sons of Hongkong,
Singapore, and other bases in the Far East
are far from being strong, and in fact
have been cut down to the lowest possible
limit commensurate with the discharge of
their duty. In war time these bases
would have to be reinforced in strength so far
as their garri-sons were concerned, but
where the main work comes from is quite
different. It is a fact that the R.E. are
not strong.

Intimations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:
(1) THE WARRANTY STAMP OF THE UNION DES PROPRIETAIRES.
(2) A METAL SEAL advertising CELESTINS.

CELESTINS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDECK MACGREGOR & Co., Hongkong.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND COINING.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
A. F. DAVIES, Manager.

197

PEAK HOTEL.

ADJACENT TO THE TRAMWAY TERMINUS, 1,400 FEET ABOVE SEA LEVEL.
Adjoining the South Winds in Summer and protected from the North-east Winds in
Winter. Commanding a fine, almost view of Hongkong, the Harbour and adjacent
islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Terms:—From \$5 per day. Morning. Telephone Add: "Peacocks".
Town Office: 4, DIA VOTER ROAD.
Hongkong, February 8, 1908.

21

THE HONGKONG STEAM LAUNCH CO.

TELEGRAPHIC ADDRESS: "FERRIS". TELEPHONE: "Office No. 742."
A. B. CODE. WORKS No. 745.
LAUNCHES FOR SALE, HIRE, OR CHARTER.

For Picnic, Shooting, Bathing Parties, Towing, &c.

Launches for Hire, lying off Blake Pier during the day.

For the convenience of our clients the Office will also be open on Sunday from 9 to 11 a.m.
OFFICES: ST. GEORGE'S BUILDING (Second Floor).
GORDON & CO., General Managers.

Hongkong, June 1, 1908.

810

NOTICE.

THE Undersigned having purchased the
GOODWILL, FURNITURE and
EFFECTS of the Business of a Hotel and
Boarding-house heretofore carried on at
No. 13, Queen's Road Central, under
the name of "CONNAUGHT HOUSE,"
hereby gives notice that he will NOT BE
RESPONSIBLE for any of the Debts or
Liabilities in respect thereof prior to this
date.

L. GAMESAU.

Hongkong, September 26, 1908.

1321

THE OWL GRILL ROOM
HAS REMOVED

TO MORE COMMODIOUS PREMISES
29 & 31, DIA VOTER ROAD,
Near the MUTUAL STORES.

SPECIAL RATES FOR MONTHLY CLIENTS.
TIFFIN \$20 per Month.
FULL BOARD ... \$40. "

PEPPER'S SMALL GOODS ALWAYS ON HAND.
HARRY NEWBOLD, Proprietor.
Hongkong, May 19, 1908.

764

CHEE WING & Co. 致

27, 28 and 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.

STEEL GRIDDERS AND TEES,
CORRUGATED IRON, FIG IRON, &c.

Suitable for

SHOPS, ENGINEERS AND HOUSE BUILDERS.
Telephone No. 769.

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SPECIAL THROUGH SERVICE.

TO ALL PARTS OF THE WORLD.

PARCELS, PACKAGES, AND CASKS
conveyed at Special Rates, including
delivery, cheaper than Parcel Post, without
limit to weight.

Hongkong, Dec. 30, 1907.

1049

TAYLOR & CO.

MACLEAY DUFF'S

SCOTCH WHISKIES

IMPERIAL LIQUEUR

SPECIAL LIQUEUR ORAM

Famous and best blends obtainable.

Thoroughly matured and palatable.

SOLE AGENTS

PATELL & CO.,

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DIRECT IMPORTERS

OF

English, American & German

Provisions.

21

LABUAN COAL.

THE LABUAN COALFIELD COMPANY

LABUAN, MALACCA STRAIT.

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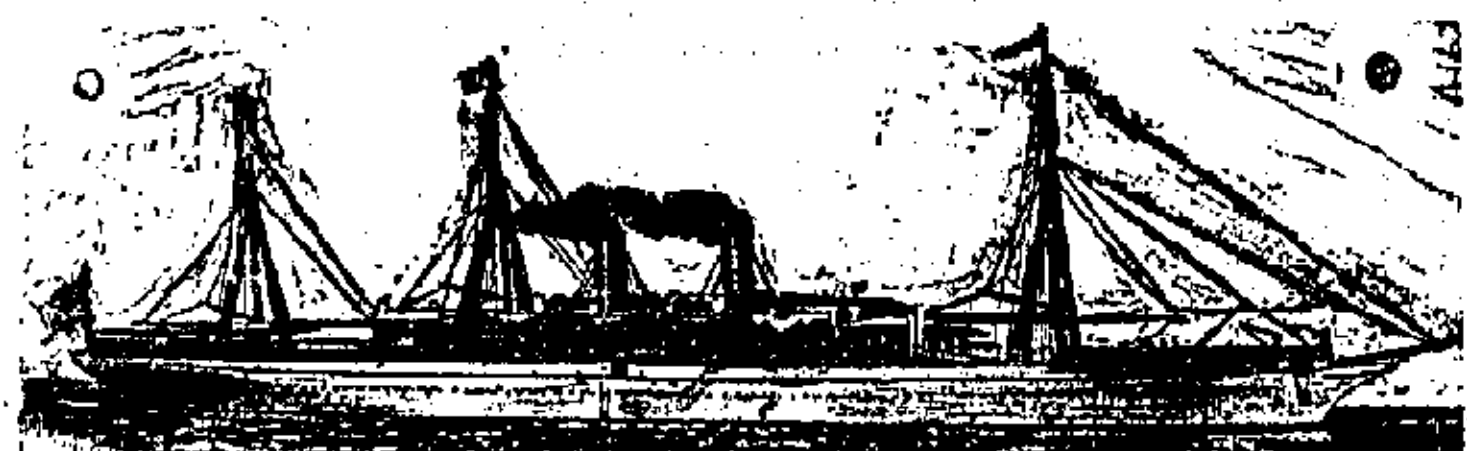
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON & ANTWERP	NILE	10 a.m.	Freight and Passage.
Via Suez, Pango, Orso, Port Said & Marseilles	Capt. E. P. Martin, R.N.R.	10th Jan.	
SHANGHAI, MOJI, KOBE	MALTA	About 16th	Freight and Passage.
AND YOKOHAMA	Capt. W. R. Le Mans	Jan., 1909.	
SHANGHAI	DEVANHA	About 21st	Freight and Passage.
	Capt. W. Hayward, R.N.R.	Jan., 1909.	
LONDON, via Suez Ports	DELHI	Neon, 23rd	See Special
	Capt. J. D. Andrews, R.N.R.	Jan., 1909.	Advertisement

E. A. HEWETT, Superintendent.
P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.
The only line that maintains a Regular Schedule Service of 12 Days across the Pacific is the 'EMPERESS LINE'. Sailing 5 to 10 Days Ocean Travel. 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. EMPRESS OF JAPAN ... 6000 Tons	LEAVE HONGKONG ... SATURDAY, Jan. 16, 1909 ... Feb. 5.
EMPERESS OF CHINA ... 6000 Tons	SATURDAY, Feb. 13 ... Mar. 5.
MONTAGUE ... 6163 Tons	TUESDAY, Mar. 2 ... Mar. 26.
EMPERESS OF INDIA ... 6000 Tons	SATURDAY, Mar. 13 ... April 2.
EMPERESS OF JAPAN ... 6000 Tons	SATURDAY, April 10 ... April 30.
EMPERESS OF CHINA ... 6000 Tons	SATURDAY, May 1 ... May 22.

THE QUEEN'S ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPERESS' Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10. Intermediate on Steamers. " " " £40. " " £42.
First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.
R.M.S. MONTAGUE carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.
Passengers booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
For further information, Maps, Routes, Handbooks, Rates & Freight and Passages, apply to
D. W. CRADDOCK,
General Traffic Agent for China, etc.
Co. 28 PRINCE STREET and PRINCE, Opposite Blake Pier.

PORTLAND & ASIATIC S.S. CO.

FOR MOJI, KOBE, YOKOHAMA, HONOLULU, SAN FRANCISCO and PORTLAND.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ARABIA	4483	O. NEUMANN	16th January, at 5 p.m.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
S. SILVERSTONE, Agent.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

FOR	STEAMSHIP	CAPTAIN	To SAIL, 1909.
SHANGHAI, KOBE AND YOKOHAMA	POLYNESIEN,	BROC,	Jan. 18, p.m.
MARSEILLES, Via Ports.....		CHARBONNEL,	Jan. 19, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	OCEANIAN,	MAGNEN,	Feb. 1, p.m.
MARSEILLES, Via Ports.....		RESOYAT,	Feb. 2, at 1 p.m.
	SYDNEY,		

TRANS SHIPPING on the 's' Steamers at SINGAPORE for BATAVIA, at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Bills to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.
For further particulars, apply to
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FAST-ASIATIC FREIGHT SERVICE.
REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, via STRAITS AND COLOMBO, to HAYRE, BREMEN AND HAMBURG, AND TO NEW YORK.
TAKING CARGO at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.
Also via Aden or Port Said, by the Company's Arabian and Persian Service to Arabian and Persian Gulf Ports.
NEXT SAILINGS FROM HONGKONG.

Outward	Homeward
For Shanghai, Yokohama & Kobe	For Havre, Bremen & Hamburg
1909	S.S. ISTRIA ... 15th Jan.
S.S. ANDALUSIA ... 14th Jan.	For Havre & Hamburg
S.S. SLAVONIA ... 17th Jan.	S.S. BARCELONA ... 14th Jan.
S.S. SAXONIA ... 17th Jan.	For Havre, Bremen & Hamburg
S.S. SPANIA ... 20th Jan.	S.S. O. FERD. LARSEN ... 14th Jan.
	For Havre & Hamburg
	S.S. SLAVONIA ... 23rd Feb.
	S.S. ANDALUSIA ... 27th Feb.
	For New York
	S.S. ARAGONIA ... 22nd Feb.

For further particulars, apply to
HAMBURG-AMERIKA LINIE Hongkong Office.
Hongkong, January 11, 1909.

PACIFIC MAIL S.S. CO. TOYO KISEN KAISHA.

U.S. MAIL LINES.
VIA HONOLULU.
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.
Only line taking the warm Southern Route across the Pacific, via HONOLULU, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	SAILING DATE, 1909.
TENYO MARU ... 31,000 Tons	TUESDAY, 19th Jan., at Noon.
KOREA ... 18,000 "	SATURDAY, 30th Jan., at Noon.
NIPPON MARU ... 11,000 "	TUESDAY, 8th Feb., at Noon.
SIBERIA ... 18,000 "	TUESDAY, 16th Feb., at Noon.
CHINA ... 10,000 "	TUESDAY, 23rd Feb., at Noon.
MANCHURI ... 27,000 "	TUESDAY, 2nd Mar., at Noon.
CHIKU MARU ... 11,000 "	TUESDAY, 9th Mar., at Noon.
ASIA ... 8,000 "	TUESDAY, 16th Mar., at Noon.
MONGOLIA ... 27,000 "	SATURDAY, 27th Mar., at Noon.

The S.S. ASIA and CHINA carry intermediate passengers only at intermediate rates, affording superior accommodation for that class.
Hour of sailing from Hongkong 12 o'clock Noon, unless otherwise specifically stated.
Twin Screws.
GOOD FAST TRIPS.
Yokohama to San Francisco ... 18,000 tons. September 16-27th 1908; 11 days, 11 hours and 5 minutes.
San Francisco to Honolulu ... SIBERIA, 18,000 tons. August 16th-20th 1908; 4 days, 19 hours.
San Francisco to Yokohama ... SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st 1908, 15 days, 13 hours.
Yokohama to San Francisco ... SIBERIA, 19,000 tons, Oct. 13th to 23rd, 1908; 10 days, 10 hours and 59 minutes.

THE T.K.K. Steamship TENYO MARU will be despatched from Hongkong to SAN FRANCISCO, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 19th January, 1909, at Noon, taking cargo for Japan and the United States.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.
For further information, as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING.
S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.	TO SAIL
TSINGTAU, WEIHAIWEI & CHEFOO	SHANGHAI, Jan. 12, Daylight.
MANILA	SHANGHAI, Jan. 12, at 5 p.m.
NINGPO & SHANGHAI	KUANG, Jan. 12, at 4 p.m.
TAIHOI & SHANGHAI	SHANGHAI, Jan. 12, at 10 a.m.
SHANGHAI	SHANGHAI, Jan. 14, at 4 p.m.
DALNY	TAMU, Jan. 16, at 4 p.m.
CEBU & ILOILO	SUNGLANG, Jan. 21, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN	CHANGSHA, Jan. 31, at 4 p.m.

MANILA STEAMERS & TIENTSIN STEAMERS have superior passenger accommodation, with Electric Light, throughout and Electric Fans in the Staterooms and Dining Saloon.
AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.
Telephone No. 36.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR	LEAVING
YERIMO MARU, Capt. N. KAWABATA	ANPING & TAKAO, WEDNESDAY, 13th Jan., at 4 p.m.
BUJUN MARU, Capt. Y. FUJINO	SHANGHAI, Via SWATOW, AMOY and FOCHOW, WEDNESDAY, 13th Jan., at Daylight.
JOSEPH MARU, Capt. Y. KAWABATA	TAMU, Via SWATOW and AMOY, SUNDAY, 17th Dec., at 8 a.m.

These New Steamers have excellent Accommodation of First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Cabin Ample ships. Unparalleled Table.
Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at HONGKONG, FLOOR, No. 1, QUEEN'S BUILDING.
T. ARIMA, Manager.

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL, 1909.
MARPLE, GENOA, ALGIERS, DERFFLINGER, GIBRALTAR, SOUTHAMPTON, TON, ANTWERP & BREMEN	Capt. G. Melner	WEDNESDAY, 13th Jan., at Noon.
SHANGHAI, NAGASAKI, LUTZOW	Capt. O. Dovers	THURSDAY, 14th Jan.
KOBE AND YOKOHAMA		
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	PRINZ SIGISMUND, Capt. D. Lenz	THURSDAY, 28th Jan., at 5 p.m.
YOKOHAMA AND KOBE	PRINZ SIGISMUND, Capt. D. Lenz	FRIDAY, 8th Jan.
KUDAT and SANDAKAN	BORNEO, Capt. F. Benhill	end of January

For further Particulars, apply to
Norddeutscher Lloyd, MEHLERS & CO., General Agents, Hongkong & China.

COMMERCIAL.

SHANGHAI REPORT.
Messrs Vernon and Smyth's share report dated January 8, states—
Notwithstanding the New Year holidays a fair business has been transacted during the week under review, and although rates have not improved they close steady generally, with but few exceptions. Considering the near approach of the China New Year, this we venture to think may be taken as a good sign and as a harbinger of a satisfactory start for the new year. Sterling exchange, concurrent with the rise in silver has ruled firmer and closes at 1/9 1/16 for T. T. On Shanghai the closing rate is 758.
Banks—H. and Shanghai presumably on account of the higher sterling exchange have ruled rather quiet, and after further sales at 845 have changed hands at 840. The London rate remaining the same at 282.10. The market closes steady at the rate with an inclination to rise.
Marine Insurance.—Unions after further sales at 835 have weakened and sales are reported at 825, closing, however, with buyers at the latter rate, and apparently with no sellers. Other stocks under this heading call for no special notice.
Fire Insurance.—Hongkong remain unchanged and without business. China after further sales at 108 closes with sellers at that rate.
Shipping.—Hongkong Canton and Macao with a subsidence of the threatened "Futian" boycott movement have ruled firmer and sales have taken place at 293, the market closing more of a buying than a selling one at that rate and with some prospects of a further rise. Douglas's continue in a small demand at 33 without bringing any further shares on the market. Shells have declined to 45/ ex-coupon No. 11 of 1 sh. paid in London on January 1st. New Star Ferries are still required for at 15, and China and Manila still on offer at 14, both without business.
Reprints.—We have nothing to report under this heading, the market remaining unchanged and without business.
Mining.—Rains in the early part of the week fell considerably, and sales were effected as low as 7 1/2, at time of closing however, a recovery was effected and buyers rule the market at 8 1/2. At 9 however shares are on offer without finding buyers.
Docks, Wharves and Godowns.—Hongkong and Whampoa Docks after reported sales at 89 have shown signs of recovery, at time of closing sales are reported at 90, at which latter rate shares could still be placed. Kowloon Wharves have found willing buyers at 45, during the week, and sales are reported at 45, at time of closing a few shares are obtainable at the latter rate, but at the former an unsatisfied demand still exists. Shanghai Docks have improved, after the payment of the dividend of Tia. 24, to 77 while Hongkong Wharves have declined to 135 in the North and to 136 sales locally.
Lands, Hotels and Buildings.—Hongkong Lands with continued sales at 92 have been placed at 91, closing with further buyers at the latter rate. Hotels have improved to 83 with buyers and no sales. We have nothing further to report under this heading.

Cotton Mills.—Ewos are quoted in the North at 78. Further than this we have no advice as to any signs of recovery.
Miscellaneous.—Bell Asbestos are required for at 83. China Provs. have buyers at 10. Cements have been the medium of a fairly large business at 9.80 and 9.70, closing with sellers at the former rate and no sales. Union Bales and Ropes have changed hands at quotation, both closing steady at the close. Langkats have declined to 850. We have nothing further to report under this heading.

FRUIT.
Messrs Lambe and Rogge in their freight circular dated 9th January, state—Since issue of our last circular under date of 24th all, an insignificant amount of chartering has come to pass, mostly made up by fixtures of tonnage for coal requirements. From Saigon, the centre of attention at this period of the year, the news is to hand, that there have been excessive rains in several of the rice districts, and whilst the damage is not judged absolutely disastrous, there can hardly be a doubt but that the harvest will not come up to the expectations entertained a short while ago. Bangkok likewise reports that the new crop has been unfavorably influenced by too much rain, and that there is but the merest chance of outside tonnage being required.—In the North for a time things are livelier again in consequence of an increased activity from the rice ports to the South. During the last few days the large companies have regained their former hold on this trade, the disagreements with the shippers having somehow been squared. As to actual chartering during the fortnight, the exception of a fixture each to Hongkong and Singapore, nothing has been done for prompt loading from Saigon. The S.S. "Solstad," mentioned in the list as having been chartered to this port at 15 cents, was originally taken up for Singapore at \$3,000—lump sum, but that market must have collapsed of a sudden, as the charterer has found it less detrimental to his interests to arrange with owners for a change of destination to Hongkong at a rate, which is 5 cents above the current one. For later shipment, end of this month loading, sporadic inquiries are now appearing in the market after small sized vessels from Saigon to this, but no business has as yet resulted therefrom, as only 12 1/2 cents are being held out, a rate not sufficient to cover nothing expenses. For end of January, and February loading respectively some business is reported, done to Philippines and Java. As to the latter direction one or two cargoes are also said to have been sold for March shipment. From Tientsin and Chiao to Canton charterers have secured another vessel for usual rate, upon at 36 cents per month. The following coal charters are on record: Puloat/Hongkong at \$2.25. Kamied to Canton at \$2.00. Kuchinoto to Hongkong at \$1.50. Moji to Swatow at \$1.90. Moji to Saigon at \$2.00. Notwithstanding the fact that large steamers have remained scarce, Japanese charterers have succeeded in forcing the Moji/Hongkong rate down to \$1.20. At this figure some Japanese cargoes are said to have been settled. The Japanese steamer "Kure" is reported to be in London at \$2.00.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

DESTINATIONS	STEAMERS	SAILING DATE, 1909.
FOR SANDAKAN	MAUSANG	TUESDAY, Jan. 12, at Noon.
SHANGHAI	WOSANG	TUESDAY, Jan. 12, at 4 p.m.
SINGAPORE & SOURABAYA	CHUNSHANG	TUESDAY, Jan. 12, at 4 p.m.
SHANGHAI	CHUNSHANG	TUESDAY, Jan. 12, at 4 p.m.
SINGAPORE	PENANG	THURSDAY, Jan. 14, at 4 p.m.
AND CALOUTTA	KUTSANG	FRIDAY, Jan. 15, at Noon.
MANILA	YUENSANG	FRIDAY, Jan. 15, at 4 p.m.
KOBE	AMARA	MONDAY, Jan. 18, at 4 p.m.

FOR THE MANILA CARNIVAL—Feb. 2nd to 9th, 1909.
A Special reduced fare of \$50 for Return Passengers will be issued for our Sailing to Manila of the 29th January, and 5th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.
* Steamer have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofo, Fuzhou & Nanchow.
* Taking Cargo on through Bills of Lading to Kuantan, Lahad, Datu, Singapore, Tawau, Uman, Jesselton and Labuan.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Telephone No. 61.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

HONGKONG—SOUTH CHINA COAST PORTS.

HIGHEST-Class, Fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light and First Class Cuisine.

STEAMSHIP	FOR	LEAVING
HAICHING	SWATOW, AMOY & FOCHOW	TUESDAY, 12th Jan., at Noon.
HAIMUN	SWATOW	WEDNESDAY, 13th Jan., at Noon.
HAITANG	SWATOW, AMOY & FOCHOW	FRIDAY, 15th Jan., at Noon.

For the convenience of Passengers, Steamers will arrive at, and depart from, the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to
DOUGLAS, LAPRAIK & CO.,
General Managers.
Hongkong, November 17, 1908.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.
FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 8000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru	(Capt. F. L. Sommer)	About Tues. 26th Jan.
Mishima Maru	(Capt. A. H. Moore)	About Wed. 24th Feb.
Miyasaki Maru	()	About Wed. 24th Mar.
Atsuta Maru	()	About Wed. 21st April.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.
For further particulars, apply to
NIPPON YUSEN KAISHA.
Hongkong, December 30, 1908.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATE, 1909.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	BINGO MARU, Capt. A. Christensen, Tons 6247	WEDNESDAY, 20th Jan., at Daylight.
	KAWACHI MARU, Capt. H. Peterson, Tons 6101	FRIDAY, 22nd Feb., at Daylight.
VICTORIA, B.C. and SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	* TANGO MARU, Capt. S. Ishikawa, Tons 7493	TUESDAY, 19th Jan., at Noon.
	* AKI MARU, Capt. J. Nagao, Tons 6444	TUESDAY, 2nd Feb., at Noon.
SYDNEY and MELBOURNE, Via MANILA, THURS. ISLAND, TOWNS, VILLI and BRISBANE	KUMANO MARU, Capt. N. Matheson, Tons 6078	FRIDAY, Jan. 22, at Noon, 1909.
	YAWATA MARU, Capt. T. Sakine, Tons 5817	FRIDAY, 2nd Feb., at Noon.
KOBE AND YOKOHAMA	AWA MARU, Capt. A. Koth, Tons 6388	TUESDAY, 19th Jan., at Daylight.
BOMBAY, Via SINGAPORE and COLOMBO	CEYLON MARU, Capt. Fred. Poyes, Tons 5085	THURSDAY, 14th Jan., at Noon.
MOJI & KOBE	* KAGESHIMA MARU, Capt. T. Arakawa, Tons 4687	SUNDAY, 17th Jan., at Noon.
KOBE AND YOKOHAMA	YAWATA MARU, Capt. T. Sakine, Tons 5817	TUESDAY, 19th Jan., at Noon.

* Omitting Yokohama. * Cargo only.
* Fitted with Marconi's System of wireless telegraphy.
Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.
T. KUSUMOTO, Manager.
Hongkong, November 2, 1908.

MIYASAKI & CO., COAL MERCHANTS.

HEAD OFFICE—SINGAPORE, CROSS STREET.
BRANCH OFFICES—NAGASAKI, YOKOHAMA, JAPAN AND HONGKONG.
CABLE ADDRESSES—
"MIYASAKI," applying to Head Office or to Singapore Branch.
"YUTAKA," applying to Hongkong Branch only.
A. B. O. Box 10000, Hongkong.
The Head and Branch Offices will receive any Order for
JAPAN COALS.
Y. KUROKI, Manager, Hongkong.
Hongkong, November 1, 1908.

Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	MARSEILLES (Brindisi)	LYONS (London)
Colombo	1909	Mar. 20	Mar. 27	Mar. 27
DELHI.....	Jan. 23	VICTORIA.....	Feb. 20	Feb. 27
DEVANHA.....	Feb. 6	MOREA.....	Mar. 6	Mar. 13
BRITANNIA.....	Feb. 20	MOULTAN.....	Mar. 20	Mar. 27
DELTA.....	Mar. 6	CHINA.....	Apr. 3	Apr. 10
MAISONVILLE.....	Mar. 20	MAUWA.....	Apr. 17	Apr. 24
DELHI.....	Apr. 3	MONGOLIA.....	May 1	May 8
DEVANHA.....	Apr. 17		May 15	May 22

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking. In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
HONGKONG	about	London
* NILE.....	Jan. (1909) 13	Feb. 28
* BUNDA.....	Jan. 27	Mar. 13
* NYANZA.....	Feb. 10	Mar. 27
* MALTA.....	Feb. 24	Apr. 10
* MORE.....	Mar. 10	Apr. 24
* PALAWAN.....	Mar. 24	May 8
* SUMATRA.....	Apr. 7	May 22
* PALMA.....	Apr. 21	June 5

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carry 1st and 2nd Saloon Passengers.
For further particulars, Apply to

E. A. HEWETT,
Superintendent.

THE EASTERN & AUSTRALIAN

MAIL SERVICE.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN.....	11th Jan., 1909.	4th March.
ALDENHAM.....	8th Feb.	

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 2, 1908.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and cabins. Electric Light-Perfect Cuisine-Surgeons and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO.....	2548	R. Rodger.....	Manila	SATURDAY, 1909, Jan. 16, at Noon.
RUBI.....	2540	R. W. Almond.....	Manila	THURSDAY, Jan. 21, at Noon.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

JAVA-CHINA-JAPAN L.I.J.N.

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	RECEIVED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAHU.....	JAVA	First half of January.	SHANGHAI	First half of January.
TJILIWONG.....	JAPAN	First half of January.	JAVA	First half of January.
TJIKINI.....	JAVA	Second half of January.	JAPAN	Second half of January.
TJILATJAP.....	JAVA	First half of February.	SHANGHAI	First half of February.
TJIBODAS.....	JAVA	Do.	JAPAN	Do.
TJIPANAS.....	JAVA	Do.	SHANGHAI	Do.

THE Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN L.I.J.N.

Yong Shewan, 1st Floor,
Hongkong, September 14, 1908.Shewan, Tomes & Co.,
General Managers.

Shipping.

PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY.

S.S. 'MACEDONIA',

10,500 tons,

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR
MARSEILLES AND LONDON, via BOMBAY.WILL leave Hongkong on MARCH 20th, 1909, staying
at Bombay 24 hours only and is due to arrive at:-MARSEILLES... ..April 17th.
LONDON... ..April 24th.

FARES TO LONDON:-

1st Saloon.....£71.10 Single. £106.14 Return.
2nd"£48.8"£ 72.12

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, November 25, 1908.



AUSTRIAN LLOYD'S STEAMSHIP COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Co.'s Steamship SILESIA, Captain RADONICICH, will leave for the above places on TUESDAY, the 19th inst., p.m.

This steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Building.

Hongkong, January 2, 1909.



AUSTRIAN LLOYD'S STEAMSHIP COMPANY.

STEAM FOR SUMATRA and TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the "BRAZIL, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship PERIA, Captain BAROT, will be despatched as above on about WEDNESDAY, the 20th January, 1909.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents, Prince's Buildings.

Hongkong, December 23, 1908.



FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CON-TINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

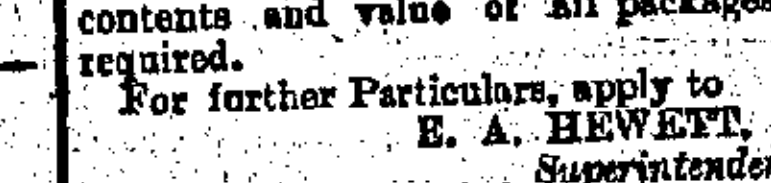
THE Steamship DELHI, Captain J. D. ANDREWS, R.N.R., carrying the Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 23rd January, 1909, at Noon, taking the passengers and cargo for the above ports in connection with the Company's Steamship Victoria, 7,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Suez and Valuable, all cargo for France, India and London, will be despatched on the steamer proceeding to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay by the R.M.S. Acadia, due in London on the 24th March, 1909.

Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, January 2, 1909.



'SHIRE' LINE OF STEAMERS, LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship GARNER, Captain J. D. ANDREWS, R.N.R., will be despatched for the above ports about end of January, 1909.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, December 24, 1908.



IS CHRISTIANITY WORTH INTRODUCING INTO CHINA.

Reprinted from the 'CHINA MAIL'. To be had at the 'CHINA MAIL' Office, 5, Wyndham Street.

Price 50 Cents.

Notice to Consignees

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLARIQ.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where and from the wharves delivery may be obtained.

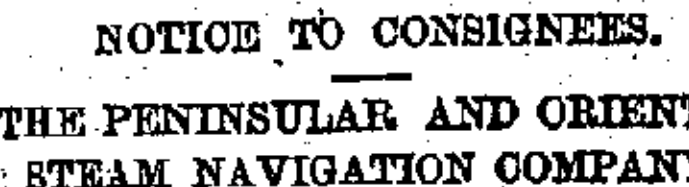
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th January, 1909, will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 23rd January, 1909, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th January, at 11 a.m.

No Fire Insurance will be effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, January 2, 1909.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where and from the wharves delivery may be obtained as soon as the Goods are landed.

This Vessel brings on cargo:- From LONDON, etc. ex s.s. MOREA. From PERSIAN GULF, ex s.s. B.S.N. and B. & P.S.N. Co.'s steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 Hours.

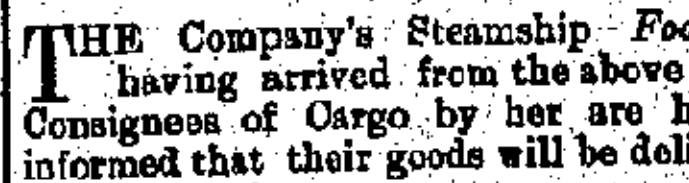
Goods not cleared by the 18th inst., at 4 p.m., will be subject to sale.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, January 2, 1909.



INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

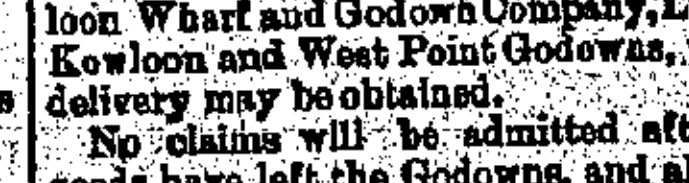
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Fookwang, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from Hongkong.

Cargo impeding the discharge or remaining on board after 4 p.m., the 9th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE MATHESON & Co., Ltd., General Managers.

Hongkong, January 2, 1909.



IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship SIGISMUND, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where and from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 14th of January, 1909, will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 14th of January, at 11 a.m.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriter on or before the 18th of January, 1909, or they will not be recognized.

FORDREUTSCHER LLOYD, MEINERBES & CO., Agents.

Hongkong, January 7, 1909.

Notices to Consignees

THE OCEAN STEAMSHIP CO., LTD.

AND THE CHINA MUTUAL STEAM NAVIGATION CO., LTD.

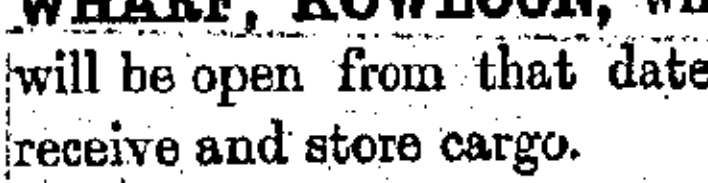
Notice to Consignees.

CONSIGNEES of Cargo ex THE OCEAN STEAMSHIP and THE CHINA MUTUAL STEAM NAVIGATION COMPANIES' steamers are hereby notified that on and after 1st JANUARY, 1909, all cargo ex these steamers will be landed into HOLT'S WHARF, KOWLOON, which will be open from that date to receive and store cargo.

For Storage Rates and other particulars apply to BUTTERFIELD & SWIRE, Agents.

THE OCEAN STEAMSHIP Co., Ltd. THE CHINA MUTUAL STEAM NAV. CO., LTD. HOLT'S WHARF.

Hongkong, December 14, 1908.



TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU, SHANGHAI AND JAPAN.

CONSIGNEES of CARGO per Steamship TENYO MARU.

The above-named Vessel, having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and to take immediate delivery from alongside.

Cargo impeding the discharge of this vessel will be landed at once at Consignees' risk and expense.

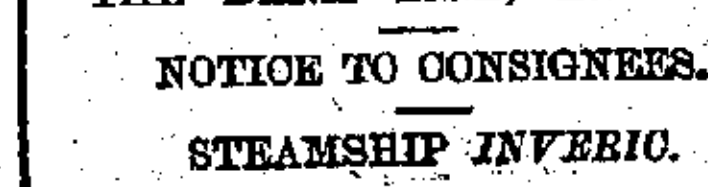
Cargo remaining on board after 6 p.m., on MONDAY, the 11th January, 1909, will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. All Cargo undischarged on FRIDAY, January 16th, 1909, at 6 p.m., will be subject to sale.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on THURSDAY, the 14th Jan., 1909, at 10 a.m.

S. SILVERSTONE, Agent.

Hongkong, January 8, 1909.



THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP ANVERBO.

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

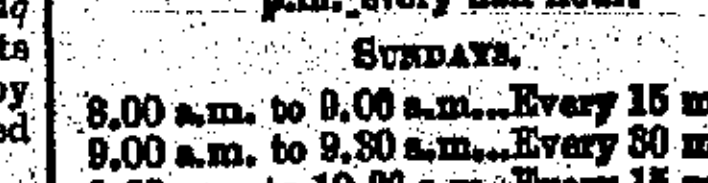
THE above Steamer having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take delivery of their Goods from alongside.

Cargo impeding the discharge of this vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD., Agents.

Hongkong, January 4, 1909.



PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.30 a.m. Every 10 minutes.

8.30 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 9.00 p.m. Every 10 minutes.

9.00 p.m. to 11.15 p.m. Every 15 minutes.

SUNDAYS.

8.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.30 a.m. Every 10 minutes.

11.30 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 15 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 11.15 p.m. Every 15 minutes.

11.15 p.m. to 11.45 p.m. Every 15 minutes.

11.45 p.m. to 12.15 p.m. Every 15 minutes.

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12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

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1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

SPORTING.

League Cricket.

A very interesting match was played on Saturday between the Hongkong "B" team and the Crispengower eleven. All through the game was closely contested and the "B" team eventually won by 29 runs. In the first innings, Baird for Hongkong put up a record score of 75, while Lammet was the highest scorer for Crispengower with 30 to his credit. There was a considerable attendance and the scores were—

HONGKONG "B" 1st INNINGS.

Capt. H. H. Baird, c. Norris, b. Brown 73	
A. O. Lang, b. O'Brien 30	
H. Hancock, b. Brown 29	
T. H. Pearce, b. Manderson 19	
L. J. S. Hill, b. Manderson 10	
H. D. Sharpin, run out 10	
Opt. S. Rollinson, b. Manderson 6	
S. S. Logan, c. O'Brien, b. Brown 6	
H. H. Stevens, b. Manderson 1	
A. O. Keith, not out 0	
Extras 2	
Total 150	

BOWLING ANALYSIS.

H. O'Brien 5	30	1
L. E. Lammet 2	18	1
R. Pearson 5	34	3
A. O. Brown 7	27	4
H. L. Manderson 2	27	4

CRISPENGOWER 1st INNINGS.

W. H. Vireah, c. Stevens, b. Hancock 2	
L. E. Manderson, c. Baird, b. Hancock 2	
A. O. Brown, c. Lang, b. Sharpin 23	
R. Bass, b. R. Hancock 8	
J. D. Kinard, b. Sharpin 8	
J. D. Norris, c. Stevens, b. Sharpin 17	
G. H. Hancock, run out 36	
R. Pearson, c. Baird, b. Stevens 36	
H. O'Brien, c. Sill, b. Baird 5	
H. A. Rose, not out 5	
Extras 5	
Total 121	

BOWLING ANALYSIS.

Capt. Baird 13.3	2	33	2
R. Hancock 15	2	37	3
H. D. Sharpin 7	0	32	3
H. H. Stevens 5	1	34	1

POLICE v. HONGKONG "A."

Hongkong "A" eleven were visitors to the Police, and the ground of the latter was a good game was the result. Edwards for the Police was hitting strongly when he was bowled out by Haughton, after having made 110 runs. Hogg, Foley and King also made useful scores. The Police were caught out 24 by Edwards from the bowling of Kent; Makin was only 6 behind. The scores were—

Pitt, c. and b. Anderson 4	
Hogg, b. Haughton 29	
Edwards, b. Haughton 110	
Kent, b. Anderson 15	
Langley, c. Haughton, b. Makin 1	
McLennan, stumped, b. Makin 1	
Davis, b. Anderson 1	
Withers, b. Haughton 1	
Kerr, not out 2	
Foley, not out 2	
Extras 20	
Total 182	

HONGKONG C.C. "A."

Langley, b. Foley 5	
Edwards, c. Edwards, b. Kent 28	
Makin, b. Anderson 28	
Chalmers, b. Edwards 5	
Waterhouse, not out 5	
Turner, Dashwood, Fowler, Hinds and Anderson, to bat 2	
Extras 2	
Total 79	

CIVIL SERVICE v. ROYAL ENGINEERS.

On the ground of the Civil Service the C.S. met the Royal Engineers when the latter scored a total of 119 runs to 68. The scores were—

Sergt. Rayland, c. and b. Bird 3	
Sergt. Major Power, c. Raven, b. Bird 13	
Sergt. Harris, c. Raven, b. Bird 13	
Sergt. Keane, b. Bird 10	
Corpl. Harrison, b. Bird 3	
Sergt. Wallbank, b. Bird 3	
Sapper Denman, c. Sutton, b. Bird 11	
Sapper Smith, c. Ellis, b. Bird 1	
Sapper Soomey, b. Hutchison 2	
Sapper Woolwich, c. Thornhill, b. Hutchison 1	
Sapper Lovett, not out 1	
Extras 10	
Total 68	

BOWLING ANALYSIS.

Bird 12	2	21	3
Hutchison 10.1/3	13	2	1
Brett 7	1	13	1
Netherland 3	1	6	0

CIVIL SERVICE.

A. R. F. Rave, c. Power, b. Keane 10	
F. B. Sutton, b. Wallbank 10	
R. O. Hutchison, c. and b. Keane 4	
A. R. Bieden, b. Wallbank 4	
A. R. Sutherland, c. Power, b. Denman 35	
R. E. Hinds, run out 1	
H. Ellis, retired 32	
B. E. O. Bird, not out 19	
A. M. Thornhill, c. Smith, b. Wallbank 8	
P. R. Adams and L. E. Brett, did not bat 3	
Extras 3	
Total (for 8 wickets) 119	

BOWLING ANALYSIS.

Keane 9	3	31	2
Wallbank 9	2	38	2
Denman 1	1	27	1
Smith 3	0	20	0

THE R.G.A. CRICKET CLUB

On the ground of the Military ground when the O.C. team on the Military ground when the O.C. team won by 90 runs to 60.

League Football.

Played at Causeway Bay. The match ended in an unexpected victory for the Boys' Own, who played with considerable dash and confidence, and eventually ran out winners by the odd goal of three.

SUITS, 15, v. LUNARDO, 0.

The Bats secured a runaway victory in their match with Lunardo on Saturday. The civilians never crossed the half-way line, and time came with the soldiers with 18 goals in hand, the Lunardo not having responded.

SUITS, 15, v. LUNARDO, 0.

This match was played on the Military ground, Happy Valley, and was witnessed by a fairly large crowd. The soldiers

were two men short, and the game was not particularly interesting. Both ends were quickly visited in turn, and once the R.G.A. looked like scoring from a free kick, but Watts missed the opportunity. At half time there was no score. The only point of the match came as the result of a goal-kick following a corner. From the kick-out Watts secured and roared away, the ball being eventually sent out to wing and driven well into the net. The Y.M.C.A. failed to rouse themselves, and the game ended in a win for the soldiers.

Amateur Athletic Association.

In connection with the Hongkong Amateur Athletic Association a series of cross country runs for the Brooke Challenge Cup will take place on the last Sundays in January, February and March. It is anticipated that a large number will turn out as the competition is sure to prove an interesting one.

Rifle Shooting.

VOLUNTEER CORPS WIN WHITE HORSE TROPHY.

On Saturday afternoon at King's Park Range, Kowloon, the second shoot for the White Horse Trophy took place between representatives of the Hongkong Volunteer Rifle Association and the Hongkong Volunteer Corps.

The scores were as follows:—

VOLUNTEER CORPS.

Cannet McGilivray 290	500	600	71
Corpl. Jones 32	32	35	89
Sapper Haines 27	32	29	88
Lieut. Andrew 28	29	31	87
Sergt. Chapman 30	30	27	87
Sergt. Anderson 28	29	23	86
Pte. Stewart 26	30	25	84
Sergt. Darby 30	26	27	83
Capt. Wood 28	27	26	81
Capt. Glyn 27	27	20	74

RESERVE ASSOCIATION.

J. H. Pidgeon 29	33	31	93
A. J. Jolley 25	31	29	88
L. G. Bird 31	24	29	84
J. G. Marshall 24	29	30	83
S. E. Green 28	29	27	82
W. L. Leask 31	26	25	82
A. Mackenzie 28	25	27	80
R. Baker 28	25	27	79
W. J. J. Oast 24	26	26	76
A. Blowsy 19	16	15	50

No. 1 COMPANY, H.K.Y.C.

A. Blowey	19	16	15	
	263	268	285	7

No. 1 COMPANY, H.K.Y.C.

The following are the scores for the third monthly cup shoot held at Tai Hing Range on the 10th inst.

*Spoon Winners.

"Go-as-you-Please" Race.

The Lusitano Recreation Club held a "go-as-you-please" race on Sunday morning. Starting from the Club Venetian the course was along Causeway Road, Bowen Road, Wongneicheung Gap Road, Morrison Hill Road, Kennedy Road, Upper Albert Road, Causeway Road and finishing at the Italian Convent entrance, a distance of from ten to twelve miles. The condition of the roads was a trifle heavy after the recent rains, and eight teams with two individual runners entered for the competition. Mr. F. M. Cruz, the individual winner, covered the course in 68 min. 55 sec. The results were—

F. M. Cruz, 68 min. 55 sec. (Individual)

D. E. Carvalho, 71 min. 18 sec. (Capt. "B" Team)

V. Azevedo, 74 min. 41 sec. (Capt. "E" Team)

Arthur Baptista (Individual) 74 min. 41 sec.

F. M. Cruz (Capt. "B" Team) 74 min. 41 sec.

S. M. de Cans ("E" Team) 74 min. 41 sec.

Frank Soares ("B" Team) 74 min. 41 sec.

F. A. Baradão ("A" Team) 74 min. 41 sec.

H. M. M. Remedios ("A" Team) 74 min. 41 sec.

The first, second, third and fourth runners, ran a capital race, chiefly the first and fourth ones, being only 14 to 18 years old. The sprint was a most attractive one owing from the number of people who were at the entrance of the Italian Convent, which made the road almost impassable between 10 to 11 a.m. The energetic president and secretary, Messrs. A. G. de Rozas and P. M. de Rozas, deserve great credit for the interest they have taken in the club, in promoting sport and other outdoor amusements for its members.

CHINESE NEW YEAR HOLIDAYS.

(From Our Own Correspondent.)

Canton, January 9.

Viceroy Chang has issued a notice to all the officials informing them that the New Year Holidays will begin from to-morrow and will last for a month. During that time all law courts will be closed but they will be opened for the trial of any important case that may occur during that period.

NOTICE!

JUST RECEIVED

A VERY

SMART ASSORTMENT

Ready to wear Hat

FOR THE

PRESENT SEASON.

M. GAINS

HOTEL MANNING

(See Notice on p. 4.)

To-day's Advertisements

AUCTION SALE

PURE IRISH HOUSEHOLD LINENS, LACE AND TAPESTRY CURTAINS.

MRS. HUGHES & HOUGH are favoured with instructions to Sell by Public Auction, on

SATURDAY,

the 18th January, 1909, at 11 a.m., to 12.30 p.m., and from 2.30 p.m. at their

A FINE COLLECTION OF

HIGH-CLASS IRISH GOODS,

Comprising—Pure Irish Hand-embroidered Bedspreads, Gant's Pure Irish

Linen Handkerchiefs, Fine White Quilts, Pure Irish Linen, Double Damask Table

Cloths and Serviettes, Irish Embroidered Pillow Cases, a Varied Assortment of Under-

shirts, Walking Skirts, Robes, all Linen Double size Bed Towels, Sheets, Flannellets,

Nightdresses, Dressing Gowns, Aprons, Fine Turkish Towels, Bath Towels, Bath

Sheets, Tapestry Table Covers, Irish Linen Doyles, a Munie and Embroidered

Oushion Covers, Five o'clock Tea Cloths, Toilet Sets, Tea Caddy, Travelling Rugs,

Children's Clothes and Overcoats, Lace Curtains, Tapestry Curtains, &c., &c., &c.,

A SMALL QUANTITY OF "WITNEY" BLANKETS AND

SUIT LENGTHS.

The above Goods arrived her per S.S. Devonian and will be on view from Thurs-

day, 14th January, p.m. Catalogues may be had on application.

Hongkong, January 11, 1909.

HONGKONG, JANUARY 11, 1909.

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